

Legal Notice

GEORGIA FULTON COUNTY—Superior Court of said county. To the stockholders, including the original and all subsequent stockholders, in the Citizens' Bank of Georgia, a corporation chartered by this state.

NOTICE THAT ON THE TWENTIETH (20th) day of August, 1881, suits by action of complainant were commenced against stockholders in the stock or shares of stock, entitled to the next term thereof, to be held on Monday after the first Monday in September next in favor of the following creditors for the recovery of debts due them.

W. L. CALHOUN, Ordinary.

Sept-14-draw4w

Passenger Schedule will be open:

NO. 2 EAST DAILY.

L've Atlanta - 8:30 am L've Augusta - 10:30 am

Ar. Atlanta - 10:30 am " " 10:30 am

Washington - 10:30 am " " 10:30 am

" Camak - 12:30 pm " " 11:30 am

" Millidgev'e - 14:45 pm " " 13:30 pm

Ar. Atlanta - 14:45 pm " " 13:30 pm

Augusta - 14:45 pm Ar. Atlanta - 5:45 pm

No connection to or from Washington on Sundays.

LITHONIA ACCOMMODATION.

(Daily, except Sundays.)

L've Atlanta - 6:00 am L've Lithonia - 6:25 pm

Ar. Lithonia - 6:25 pm Ar. Atlanta - 8:00 pm

DECATOR ACCOMMODATION.

(Daily, except Sundays.)

L've Atlanta - 12:35 pm L've Decator - 2:05 pm

Ar. Atlanta - 1:14 pm Ar. Atlanta - 3:00 pm

NO. 3 EAST DAILY.

L've Atlanta - 8:30 am L've Augusta - 5:55 pm

Ar. Atlanta - 8:05 am " " 7:00 pm

Ar. Augusta - 8:05 am Ar. Atlanta - 9:00 pm

Trains Nos. 2, 3, 4 and 5 will not stop at Flag.

No connection to or from Washington on Sundays.

Connects at Augusta for all points East and South.

Super Improved SLEEPERS to Augusta. FULL

MAL SLEEPERS Augusta to Washington, D. C.

One change Atlanta to New York.

JOHN L. GREEN, E. R. BOYD,

General Manager. General Pass. Agent.

VENI I VIDII VICI!

5 DAILY PASSENGER TRAINS

VIA

THE GREAT KENESAW ROUTE!

FROM

ATLANTA

TO THE

EAST AND WEST.

The Management, appreciating the liberal patronage bestowed and in view of the steadily increasing business have determined to meet fully the demands.

To this end FIVE DAILY PASSENGER TRAINS Northbound, have been put into service in order to meet the vast increasing public wants and the demands of the passengers of the Through and Local Passenger Trains.

No other route south of the Ohio and Potomac offers any such superior advantages in all respects.

The following express trains leave Atlanta daily:

2:50 p. m.—For Virginia, Springs, Washington, Baltimore, Philadelphia, New York and the East.

3:30 p. m.—For Louisville, Memphis, Chicago, St. Louis and the West with through Pullman sleepers New Orleans to Washington, Savannah and Macon to Cincinnati, Atlanta to Louisville.

5:00 a. m.—Day express for Louisville, Cincinnati, St. Louis, New York and Eastern cities and Virginia Springs.

5:30 a. m.—Fast express to Rome and Chattanooga.

6:00 a. m.—Fast express to Kingston and all way stations.

12:15 night—Limited express to Cincinnati, Nashville, Memphis, Chicago, St. Louis, New York and Eastern cities with Pullman sleeper Atlanta to Rockwood.

Closes connections for New York and Eastern cities.

In addition to the manifold advantages this route possesses in all that pertains to first-class Passenger Equipments, Quick Time and Certainty of Connections, it offers the attractions of a Scenery at once grand, bold and Picturesque beyond compare and the use of the pen to describe language to depict and can only be seen to be comprehended in its magnificence. The ranges of the Kennesaw, the famous Lookout Mountain, the Etowah, the Chickamauga and the Ridge roads which follow the most romantic Rivers and Streams on the route, spanned by imposing and costly iron structures, and the beautiful and fertile Valleys, pass to the eye a rare picture of beauty, leading the traveler to a wonderful variation in the monotony of railway travel that no other Southern Route can offer the traveling public.

If you would like to travel, take your time, make your meals and well conducted eating houses, secure expedition and all the advantages of a first-class route, and avoidance of all unnecessary and vexatious delays, ask for tickets at W. M. MACNEE, General Manager.

B. W. WREN, General Passenger Agent.

CENTRAL AND SOUTHWESTERN RAILROADS

SAVANNAH, Ga., March 5th, 1881.

On and after Friday, March 8th, 1881, passenger trains on the Central and Southwestern railroads and branches will run as follows:

HEAD DOWN. READ DOWN.

No. 1. From Savannah. No. 2.

2:30 p. m. Lv. Savannah. Lv. 7:30 p. m.

4:15 p. m. Ar. Augusta. Ar. 5:20 a. m.

4:30 p. m. Ar. Macon. Ar. 7:20 a. m.

4:30 p. m. Ar. Atlanta. Ar. 7:40 a. m.

4:30 p. m. Ar. Columbus. Ar. 1:40 p. m.

6:05 a. m. Ar. Eufaula. Ar. 4:15 p. m.

6:05 a. m. Ar. Atlanta. Ar. 3:35 p. m.

6:05 a. m. Ar. Millidgeville. Ar. 3:45 p. m.

6:05 a. m. Ar. Eatonton. Ar. 11:30 a. m.

No. 13. From Augusta. No. 15.

9:30 a. m. Lv. Augusta. Lv. 8:30 p. m.

3:45 p. m. Ar. Savannah. Ar. 7:15 a. m.

4:45 p. m. Ar. Macon. Ar. 7:20 a. m.

4:45 p. m. Ar. Atlanta. Ar. 12:45 p. m.

2:20 a. m. Ar. Columbus. Ar. 1:40 p. m.

2:20 a. m. Ar. Eufaula. Ar. 4:15 p. m.

6:05 a. m. Ar. Albany. Ar. 3:35 p. m.

6:05 a. m. Ar. Millidgeville. Ar. 3:45 p. m.

6:05 a. m. Ar. Eatonton. Ar. 11:30 a. m.

No. 2. From Macon. No. 4.

7:30 a. m. Lv. Macon. Lv. 7:30 p. m.

3:44 p. m. Ar. Savannah. Ar. 7:15 a. m.

4:45 p. m. Ar. Augusta. Ar. 5:20 a. m.

4:45 p. m. Ar. Millidgeville. Ar. -

11:30 p. m. Ar. Eatonton. Ar. -

No. 3. From Macon. No. 13.

8:15 a. m. Lv. Macon. Lv. 7:20 p. m.

1:45 p. m. Ar. Columbus. Ar. 2:25 p. m.

8:15 a. m. Lv. Columbus. Lv. 7:20 p. m.

No. 2. From Macon. No. 4.

8:00 a. m. Lv. Macon. Lv. 8:15 p. m.

1:45 p. m. Ar. Atlanta. Ar. 3:45 p. m.

9:20 a. m. Ar. Albany. Ar. 4:15 p. m.

9:20 a. m. Ar. Augusta. Ar. 4:45 p. m.

9:20 a. m. Ar. Savannah. Ar. 3:45 p. m.

No. 1. From Atlanta. No. 3.

2:15 p. m. Lv. Atlanta. Lv. 12:20 night.

6:30 p. m. Ar. Macon. Ar. 6:30 a. m.

6:30 p. m. Ar. Eufaula. Ar. 4:15 p. m.

6:30 p. m. Ar. Albany. Ar. 3:35 p. m.

6:30 p. m. Ar. Columbus. Ar. 3:35 p. m.

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ROAD
Central Railroad of Georgia
to a Legislator, Gives His Views
on Railway Legislation in this
State--The Railroad Commission.

Colonel W. G. Raoul has addressed a letter to Honorable D. C. Bacon, member of the house committee on railroads, touching certain matters before the legislature about changes in the law relating to the railroad commissioners.

We give below a copious extract from this document, in order that our readers may fully understand the party at issue between the railroads and the commission. It is our desire to give both sides of this question there being no more important question before our people. Below we give the extracts:

In considering the principles upon which rates should be adjusted, we must start out with three propositions:

1st. That a road favorably located with a fair traffic, should have its rates so adjusted as to pay for its maintenance, a fair return to the people who have spent their money to build it, and a sufficient surplus to insure average returns, and to cover the property taxes which will keep pace with the constantly increasing demands upon it.

2d. That a railroad has no source of revenue, but that which it receives for transportation. It produces nothing; it is a servant to commerce, and commerce must be made to contribute the hire which I believe it is conceded the servant is worthy of. The traffic that passes over a road must be made to bear the burden of maintenance and compensation to the investors. Those sections of country which have offered a reasonable prospect of affording traffic enough to accomplish this, have been supplied with railroad facilities upon the faith of the state; that they would be allowed to assess and collect it. Those sections of country so sparsely settled that they do not offer such a promise have not secured them, except when defective judgment in the investors have led them into the error of constructing a railway through a country too poor to support it, and in all such cases the investors have paid the usual penalty.

3d. That the rates on such a road must have not been the sufferers, and cannot be, even should the rates on such a road be so high as not to be below the cost of wagon transportation; in other words, if mistaken judgment has caused the expenditure of money to build a road through a country too poor to support it, it would have an equity and moral right to charge as high rates as it could get to enable it to maintain its property, without other cost to the state, than are deriving no benefit.

And even worse the rates so high as to afford no economy in the transportation of the section through which it runs, the community would be no worse off than had the road never been built, and it ought not to have been in the country unable to sustain it.

3d. That the distribution of these burdens should be made fair and equitable, between all classes of commerce--between all the localities between all the individuals.

Now the third proposition is the germ, the root, the soul, and the main, the most satisfactory fruit. Upon this, the whole science of rate-making is pivoted. All the other elements are of easy solution; they are all susceptible of accurate demonstration. It is easy to determine if a given road has traffic enough to support it at rates practical to be charged. If it has, it is also practical to determine upon a scale of rates that will yield the desired sum. Not so, however, with the several classes of commerce, of localities, of individuals. These elements of uncertainty that cannot be reduced to figures or methods, meet it how you will, it must at last be decided upon the personal judgment of one person, or very few more than one.

Prior to the act of 1879, the railway companies themselves, through their proper officers, decided these delicate questions; and it is from their decisions on this point, that the public have taken an appeal. And upon this point only, do there have been complaints of rates that have been easily and satisfactorily settled by the railroads themselves; there has been, in fact, no complaint of any moment, except of discrimination, which means nothing more or less than an improper distribution of the burdens of supporting the railroads. The act of '79 met these complaints by instituting a commission, and had it confined its authority to an adjustment of those questions which produced the grievances it would have been founded upon a sounder principle, and would have been my judgment, eventually to the greater good of the state and her railway companies, and have given as full a measure of satisfaction to the public as can, in human affairs, be hoped for.

It is needless to hope that perfect satisfaction will ever be given. No decision with such uncertain factors for determining and affecting such immense interests can attain it. The personal judgment of one man, or set of men, which turns the scale for or against rival communities, struggling as such rivals do struggle for control of money, will seldom be able to satisfy both.

An evidence of this, we now have this all before the committee asking that the judgment of the three commissioners be reversed.

Three men appointed by the state to take this question in hand, who have given it their time and thought, aided by testimony drawn from all parts of the state. No limited time, its consideration and determination, as well as the action of your committee, or of the general assembly when they have to pass upon this measure--have failed.

As railroads with an honesty of purpose persevere in their efforts, which I will never be known or believed by any of these who toiled in the service, after long years of trial, failed to satisfy public.

It can be hoped that this committee or general assembly, this time, will have a more restricted opportunity for its action, more successful. Can they be?

And when satisfying one section, clamoring for that which is to yield them commercial advantages, that they are doing justice to rival communities, and if they do not, can they refuse to consider the claims of those rivals. Certainly not.

Some good it is to be hoped will yet grow out of these discussions; possibly it may bring to public attention the benefits conferred upon the railroads with an honesty of purpose.

This is only right for the roads to do, but reasonable that the state should require it if the companies do not it of their will, but they have done it and are still pressing in that direction. And I think it is asserted without danger of successful contradiction that they have made more rapid progress under the full freedom of action with which they have heretofore operated than ever could have been accomplished had the hand of the law been laid upon them at an earlier period in their existence, forcing conformity to the social views and theories of all the would-be railway reformers of which these times seem so prolific, many of whom are not only without the knowledge of ordinary railroad affairs, without the needed education and experience to know their requirements or understand the relationship between the two.

Now that the state has come to be the mediator between the railroads and the people, it is possible be discovered that many of the conflicts between the railways and people were in reality conflicts between communities. Each clamorous for equal rights with its rival, yet none satisfied short of something beyond equality. These complaints

are referred to the officers of the state.

Under increased pressure, which must naturally follow upon official inquiry, and under the analyzing process, which all these questions will pass, the real contest must come to the surface. When they get there, it will be found that by far the greatest obstacle in the way of adjustment, is that some method cannot be found that will give each community the advantage over all other communities, and each individual the advantage over all other individuals; that we cannot make the competitive points believe their rates are lower than the local stations, or the local stations believe they are not too much.

The railroads have the machinery, the lever, by which the advantages were to be lost or gained, by which relative values were to be maintained or destroyed, it is easy to conceive that the managers of railways had no easy task to guide their companies clear of censure between these contending communities.

In my opinion, the time must come when these difficulties will be better understood. The committee of the Southern railway and steamship association who have been in session at Baltimore perfecting rates for eastern, western and southern lines of southern roads, will have their labor done. Thursday, the rates which went into effect on the first of September, have been sent to all the railroads and steamship agents, and are as follows, per one hundred pounds:

To Chattanooga, Tennessee, from Boston, New York and Philadelphia, \$1 for first-class, 90 cents second, 80 cents third, 70 cents fourth, 55 cents fifth, 48 cents sixth, etc.; from Baltimore, 95 cents for first-class, 85 cents second, 75 cents third, 63 cents fourth, 55 cents fifth, 45 cents sixth, Norfolk, Portsmouth, Petersburg and Richmond, \$1, 71, 55, 48, 40 cents; Washington, D. C., Fort Royal, Savannah and Brunswick, 68, 61, 54, 47, 40 and 32 cents; St. Louis, 90, 80, 70, 61, 52 and 44 cents; Terre Haute, 87, 77, 67, 58, 49 and 41 cents; Cincinnati, 67, 60, 53, 45, 39 and 32 cents; Louisville, 80, 70, 58 and 48 cents for the six classes respectively; Baltimore, 95, 73, 65, 55 and 45 cents; St. Louis, 118, 105, 92, 80, 68 and 57 cents; Cincinnati, 95, 85, 75, 65, 55 and 45 cents; To Macon, Georgia, from Boston, New York and Philadelphia, \$1, 90, 80, 70, 58 and 48 cents; Baltimore, 95, 85, 75, 65, 55 and 45 cents; St. Louis, 118, 105, 92, 80, 68 and 57 cents; Cincinnati, 95, 85, 75, 65, 55 and 45 cents. To Milledgeville, Georgia, from Boston, New York and Philadelphia, 100, 90, 80, 70, 58 and 48 cents.

"Mother has Recovered." Wrote an Illinois girl to her eastern relatives. "She took a bifter for a long time but without any good. When she was a boy, a doctor told her to take a hickory stick when she was a boy, it had completely cured her, so that she can do as much work now as she could before we moved west. Since she has got well every one about here is taking it." See advertisement.

"A large number of sharks are reported to follow every steamer going out of New York. Evidently they take stock in O'Donovan Ross's threats.

—Women are everywhere using and recommending Parker's Ginger Tonic, because they have learned from experience that it specially overcomes depression, rheumatism, gout, sciatica, lumbago, backache, soreness of the chest, gout, quinsy, sore throat, swelling and sprains, burns and scalds, general bodily pains.

Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. James Oil as a safe, simple and efficient External Remedy. A trial bottle will be sent, the compressing outlay of 50 cents, and every one suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO., Baltimore, Md., U. S.

jan11—dly top col next to or fol read mat

—A New York comedian received a telegram announcing that his three year old child was dead just as he was "making off" for his part. He played the character that night with such a heartache that the audience imagined him drunk.

—We have a speedy and positive cure for Catarrh, Diaphtheria, Cancer mouth and Headache, in SHILOH'S CATARRH REMEDY. A nasal injector free with each bottle. Use it as you desire, heat and dry before using. Price 25 cents. Sold by all druggists. 50¢ July 17—demonstrates thus sat&weow

—The duke of sutherland is at the head of a company of Englishmen with £2,500,000 who have bought sixty square miles on the St. Paul and Omaha railroad, sixty miles east of Sioux City, for a colony; price \$165,000.

—A Delicious and Refreshing Fruit Lozenge, Which Serves the Purpose of Pills and Disagreeable Purgative Medicines.

TROPIC FRUIT LAXATIVE is the best preparation in the world for Constipation. Billions of people take it for all kinds of Complaints. It acts gently, effectively, and is delicious to take. Cleansing the system thoroughly, it removes all the accumulated poisons, Melancholy, Hypochondriac, &c. One trial convinces. Packed in bronzed tin boxes only. PRICE 25 and 60 CTS. SOLD BY ALL DRUGGISTS.

feb10—dly top col next to or fol read mat

—Those who would take a farewell view of the Ohio river should not delay the sad duty. It is sinking fast.—Times

—Starvation is the only few words in the Ohio river should not delay the sad duty. It is sinking fast.—Times

—It is not the case that persons are free to remove from every complaint these distressing complaints. If you think so call at our store and get a bottle of Shiloh's Vitalizer, every bottle has a printed guarantee on it, use accordingly and if it does not good it will cost you nothing. Sold by all druggists. 50¢ July 17—demonstrates thus sat&weow

—Among the other crop failures this year may be numbered that of hay fever. The gentlemen who cultivate the crop are bearing their loss with heroic fortitude.

—With regard to the policy of the state assuming to make joint rates.

—I respectfully submit that it is wrong both as to principle and policy. Wrong because when the state has exercised her right to prescribe "just and reasonable rates" for each road in the state, she has gone as far as the state should go in limiting the right of companies in the management of their respective properties. It would seem that the prescriptions for each road that are just and reasonable are the exacting of rules of conduct in transacting their respective business, the people would be protected fully against those two alleged evils, extortion and discrimination, which are alone the evils sought to be provided against by the present law, when the state has named a rate that is just and reasonable for a road it would seem strange that they should undertake further to say how much below a just and reasonable rate it is to require a road to work to satisfy a theory or even a conjecture.

—It must surely occur to any one of sound mind, that if the state assumes to make joint rates for each road that are just and reasonable by it; yet it could scarcely be held as equitable to require that portion of the state's citizens who are engaged in transacting their respective business, the people would be protected fully against those two alleged evils, extortion and discrimination, which are alone the evils sought to be provided against by the present law, when the state has named a rate that is just and reasonable for a road it would seem strange that they should undertake further to say how much below a just and reasonable rate it is to require a road to work to satisfy a theory or even a conjecture.

—Those who would take a farewell view of the Ohio river should not delay the sad duty. It is sinking fast.—Times

—One evening a few weeks ago the halls of the Brighton hotel, in Atlantic City, were filled with the sounds of a woman in distress. People hurried to the room from which the cries came and found a beautiful daughter of fortune, a merchant with writhing on the floor with a dreadful attack of cholera morbus. The physician of the hotel was absent, but George R. Matliff, a commercial housekeeper, who had been a patient of Dr. Perry Davis's Pain Killer, a bottle of which he always carries. The acquaintance begun in this way ripened into love, and this fall the young man and woman will be married.

—Mrs. Mary Martin, of Harrisburg, Pa., says: "I have suffered from a complication of female diseases, a sense being daily seen as if it would kill me; my health is very irregular, seeming to benefit me until I tried Brown's Iron Bitters. They acted like a charm, and now I enjoy perfect health."—sep12—dwm

—There is great dismay in the ranks of optum speculators, as that drug has been going down in price at a rapid rate for the past few days.

A timely warning, with Experience of a Master. If you suffer from general debility, brought on by too close application to business and excessive brain work; or from increasing prostration and sinking spells, that even rest or removal of the cause will not relieve, take a dose of Dr. Brown's Iron Bitters. It will be most satisfactory; he immediately realized that he was not the only one to benefit by its use.

—I was assured from his physician a bottle of Brown's Iron Bitters, having heard of the reputation of Dr. Brown's Iron Bitters, they all contain alcohol and brandy to give his patients lasting relief; nor should he take any other preparation of iron, for with the exception of Brown's Iron Bitters, there is no bitters, either hot or cold, often give headache, which Brown's Iron Bitters never did, but in fact cured headache. The taste was most satisfactory; he immediately realized that he was not the only one to benefit by its use.

—The duke of sutherland is at the head of a company of Englishmen with £2,500,000 who have bought sixty square miles on the St. Paul and Omaha railroad, sixty miles east of Sioux City, for a colony; price \$165,000.

—A London dispatch says that the reports regarding the intention of the Baroness Burdett-Coutts to visit America soon are unfounded.

—One of the largest clothing manufacturers of Madison, Ind., Mr. Julius Hoffstadt, bears hearty testimony to the wonderful cure by St. James Oil, his wife who suffers terribly with rheumatism. Permanent relief followed his use.

—It is one thing for the state to assume the control of the railroads to the extent of prescribing just and reasonable rates and another to prescribing a rule of general conduct, but it is quite another for her to assume the entire control and management of the roads themselves. Does not such a policy, if followed out, tend to actual management?

—The apparatus for generating the steam for Destroying Bed Bugs, Cockroaches, Moths and Parasites of all kinds.

The apparatus for generating the steam is an ordinary nursery lamp, holding half a pint of the Medicated Fluid with a tube at the top to direct the Medicated Steam upon any point infested with insects. It is heated with a small spirit lamp beneath the boiler. For Dwellings, Hotels, Steam Ships, Restaurants, etc., nothing ever discovered equals this appliance. It is harmless to human life; is inexpensive and simple in its use. While a most potent means for destroying vermin, it is the best disinfectant known and may be most effectively used to prevent the spread of contagious diseases, such as Yellow Fever, Scarlet Fever, Typhoid Fever, Diaphtheria, Small Pox, &c. One trial is the best proof of the great advantages of this over all other appliances. For sale by Druggists and General Dealers.

J. C. SPENCER, Proprietor, 532 Washington St., N. Y.

sep12—dwm sat tues thur nx rd mat

—The Misses Washington's SELECT SCHOOL, 24 CHURCH CORNER FAIRFAX STREET, LANTA, GA., August 12, 1881.

—ANNOUNCEMENT WE HAVE the pleasure and the friends of Mrs. ASHE, that this evening, such an assistant, Mrs. ASHE, filled the office of principal in St. Mary's of the Angels, Calvary, and she brings with her the highest testimonials of her fitness and success, was an instructor in the

July 30—dwm some thinkwky6w

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